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The Mercury.

THE MERCURY PUBLISHING CO.

JOHN P. SANBORN, Editor.

24 THAMES STREET.

NEWPORT, R. I.

THE NEWPORT MERCURY was established in June, 1858, and is now in its one hundred and forty-fourth year. It is the oldest newspaper in the United States, and with few exceptions, has been published every day since its first issue. It is a large, quarto weekly of forty-eight columns, filled with interesting reading—editorial, state, local and general news, well selected news, and valuable foreign and domestic departments. Reaching so many households in this and other states, the Mercury is given to advertising is very valuable to business men.

Local Matters.

Commandery Entertains.

Masonic Hall presented a brilliant appearance Monday evening when Washington Commandery, No. 4, Knights Templars, entertained their friends and ladies from Station Commanderies of New Bedford and Godfrey de Bouillon of Fall River. The large hall on this first floor was handsomely decorated by the large banquets bearing the name of each table, and after which had begun the many colored score flags added to the brilliancy of the scene. Palms and potted plants were tastefully grouped about the hall. The whole building was at the disposal of the Commandery and their guests and the decorations all through were very attractive.

The visiting Sir Knights and ladies arrived on a special train at about 8 o'clock and were escorted to Masonic Hall where they were accorded a hearty welcome. After the introductions were made the party moved to the lower floor and Templar Whist was enjoyed for a few hours. A supper was served in the upper rooms, after which dancing was enjoyed to music by the Seventh Artillery orchestra. E. S. Thatcher, T. Bowler acted as floor manager and was assisted by E. S. Joseph Gibson and Joseph W. Sampson, and Sirs E. G. Hayward and William G. Ward. It was a late hour when the visitors left the hall for their special train after a delightful evening.

The affair was arranged by a special committee from Washington Commandery, of which the officers were: John P. Sanborn, chairman; David Stevens, secretary; and Arthur B. Burdett, treasurer. The efforts of the special committee were ably seconded by the members of the ladies committee.

Mutilated Body Found.

The badly decomposed body of a man was found in the neighborhood of Beavertail Sunday morning. The head and arms were missing and the body had evidently been exposed for many months. It was wedged in between two rocks on the shore at a point where it might easily have escaped observation for some time. Medical Examiner Eeroyd was notified and gave permission for the interment at the Four Corners in Jamestown.

The most reasonable supposition is that the body may be that of the assistant keeper of the Whale Rock light, who was drowned from his rowboat last December. The keeper of the light has been notified of the finding of the body.

The joint special committee from the city council on the petition of the Easton's Reach company, met and organized Thursday evening by electing Alderman John E. O'Neill chairman. The committee will meet again Monday evening to take action on the petition of the company for permission to give a ten years' privilege for a merry-go-round to a Brooklyn man. The committee meets with an unusual situation for not only is there a Newport man after the same privilege, but there are also objections on the part of certain taxpayers to allowing the erection of a merry-go-round there under any conditions.

The thirty-seventh anniversary of the surrender of General Robert E. Lee to General Ulysses S. Grant at Appomattox, was observed Wednesday evening by Gen. G. K. Warren Post, G. A. R. A large gathering were present and the hall was fittingly decorated for the occasion. Department Inspector William O. Milne made the leading address, and was followed by others. A collection was served later in the evening.

An Animated Hearing.

The Proposition to Install Wooden Blocks in Thames Street does not meet with Popular Approval.

The city council committee on streets and highways gave a public hearing in the city hall Tuesday evening on the question of laying a new pavement on Thames street from Mary to Young streets. In spite of the inclement weather there was a fairly representative gathering of business men interested in the proposition. There was also present the representative of the United States Wood Preserving Co., which was the only paying concern that was represented at the meeting.

To summarize the general trend of the opinion expressed at the meeting the aldermen do not want a pavement of wooden blocks until they have been tested enough to relieve the expensive contract from the nature of an experiment; the tax payers think that this is a poor time to consider laying a new pavement at the expense of \$25,000, when the city is borrowing money to pay running expenses; they believe that if the old asphalt pavement is properly patched and repaired, not with crushed stone but with asphalt, the present pavement will last for some time. Many of the taxpayers and aldermen on Thames street believe that the most expedient plan for caring for the asphalt pavement is for the city to own a small repair plant of its own and thus be able to look after the weak places as fast as they appear.

Among the speakers were ex-Mayor Garrettson, Mayor Boyle, Eneas Allan, J. G. Parmenter, Alderman O'Neill, William Shepley, Dr. Frederick Bradley, Captain Cotton, Mr. T. T. Plimton and others. Mr. Garrettson had made a careful study of the situation and thought that with the necessary repairs the present pavement would be satisfactory until the financial condition of the city is improved. Mr. Boyle, of the wooden block concern, gave a comparison of his pavement with other kinds, and offered to give a ten year guarantee, with bonds. Mayor Boyle's suggestion was that it would be better to lay a small tract with wooden blocks than to try a \$25,000 experiment, while the city's finances are in the present condition. Other speakers favored repairs to the present pavement rather than laying a new one. Mr. Shepley offered to repair Thames street from Extension to Bridge and keep it in repair for one year for \$3,300, but he also believed that the city should maintain its own repair plant.

Fatal Burning.

Mrs. Mary E. Head of Jamestown was fatally burned at her home in that town on Sunday. Although it is not definitely known just how the accident occurred it is supposed that her clothes caught fire from coming into contact with the kitchen stove. Neighbors were summoned by the frantic cries of her grandchildren and upon arriving at the scene found that Mrs. Head had attempted to extinguish the flames at the faucet in the kitchen sink. The clothing was burned from her body and she was terribly burned. A physician was hastily summoned but found that he could do nothing to save the woman's life and she died within three hours.

Mrs. Head was the widow of the late Isaac Head. She leaves three sons, Alton, Vernon and Albert Head, and two daughters, Mrs. Maria Meigs and Miss Susie Head.

Mrs. Clara B. Tennant, wife of Henry A. Tennant of Providence, died at her home in that city on Saturday last. She was a daughter of the late Henry B. and Margaret Underwood of this city. She leaves two brothers in this city, Messrs. William H. and Robert L. Underwood, and two sisters, Mrs. Nicholas E. Lawton, of Providence, and Mrs. Mary Harrington of Portsmouth.

It is reported that "Boothden," with its famous windmill, boathouse and broad acres on the east shore, which was formerly owned by the late Edwin Booth, is to be sold to James Lorillard Kernochan, of New York. Mr. Booth bequeathed the place to his only daughter and heir, Mrs. Ignatius Grossman, of Boston.

Everett E. Cornell, the driver for Mr. Henry A. Thorndike who was shot in East Greenwich February 21, has been discharged from the Newport Hospital and has gone to his home in Tiverton to recuperate.

Dr. N. R. Chase, who has been absent from the city for a couple of months for the benefit of his health, has resumed his practice here.

Miss Bessie C. Gilpin has been the guest of Miss Mabel G. Bickerton in Pawtucket this week.

Dr. and Mrs. Wheatland are receiving congratulations on the birth of a daughter.

Miss Ethel K. Simms-Nowell has gone to Boston.

An Attractive Store.

The recent changes in the establishment of the A. C. Titus Company on Thames street have succeeded in making it one of the most attractive stores in the state. From the two large show windows, which are always kept attractively dressed, to the top floor, the rooms are arrayed in a fashion to tempt the purse of whoever enters the building. The stock is all systematically arranged and is displayed with a keen eye for good taste.

The recent changes have been very sweeping in character. An one enters the main door he misses the old office which has been removed to the rear of the same floor, while in its former location now stands a daintily arrayed bed room, equipped with mahogany furniture and brass bed. The rest of the first floor is devoted to fancy furniture, mostly of weathered oak and mahogany. At the rear, one door opens into the freight elevator and out to the new shipping room, a building erected on the wharf for this single purpose. Another door opens into what was formerly the shipping room, now equipped with stoves and kitchen furnishings.

On the next floor at the rear, the room formerly used for the wall paper department has been enlarged and is now devoted to dining room furniture exclusively. An arch connects this with the large front room on the same floor, where may be found the largest carpet department of any store in the state. The room is large and is finely adapted to display the qualities and colorings of the immense assortment of carpets that this house carries. In one corner of this room a section is devoted to a display of draperies, and another section to office furniture.

The third floor is given over entirely to parlor and chamber furniture and there is an elaborate display of the goods incident to this line of furnishings.

The improvements are very noticeable to one accustomed to the store as it was formerly. The most marked characteristics of the establishment today are the excellent lighting facilities, both natural and artificial, and the orderliness of the various departments. The entire three stories of the main building are used for display purposes and sales rooms, all store rooms being in other buildings. The removal of the shipping department to a point outside the main building removes a source of dust and noise which might have proved annoying.

Every department of the establishment is under the charge of a specialist and the general manager of the company is Mr. Harry A. Titus, under whose efficient management the store is making rapid strides in popularity.

Emma Rebekah Lodge.

The first anniversary of Emma Rebekah Lodge, No. 17, was celebrated Thursday evening in their lodge room in Old Fellows hall, a very large gathering being present. The first part of the evening was devoted to business, and was followed by an entertainment, consisting of a little play, entitled "A Family Mix-Up," by some of the members, and was appreciated by all present, receiving frequent and hearty applause. Later the members repaired to the dining room, where a substantial collation was served and some time was spent in a social way.

The lodge is in a flourishing and prosperous condition.

Jurors Summoned.

The following jurors have been summoned to attend the April session of the common pleas division of the supreme court which comes in on Monday:

Grand—Charles Gladding, James Morris, George W. Barlow, William F. Robinson, Abram W. Aldred, George G. Payne.

Peit—John Howard, William Riley, Jr., John F. Reagan, Frederick W. Rhineland, Robert S. Barker, Thomas Donohue, Robert C. Ebbs, George W. Sullivan, James H. Barney, John S. Martin, Edward W. Higbee, George H. Chase, J. Herman Greene.

Wednesday the members of the Charles E. Lawton Women's Relief Corps visited Richard Borden Post in Fall River, chartering a special car, and had a most enjoyable time.

The wedding of Miss Ethel Davies, daughter of Mr. and Mrs. Julien T. Davies, to Mr. Archibald Thacher is looked forward to as one of the social events at Newport.

It is rumored that the wedding of Miss Lily Oelrichs to Mr. Peter D. Martin will place in Newport in July.

Dr. C. F. Beck, of Wilkesbarre, Pa., is guest of his son, Dr. Horace P. Beck, in this city.

Mrs. Rowland S. Langley is able to be out after an illness of several weeks' duration.

On June 1 will occur the consecration of the new Emmanuel church.

Recent Deaths.

George W. Swinburne.

Mr. George W. Swinburne died at his home on Broadway early Sunday morning after an illness of a little over two months. His family and physicians had hoped that he was on the way to recovery, but his strength failed instead of gaining, and it was known a few days before his death that the end was near.

Mr. Swinburne was born in this city on March 17, 1830, the son of the late Thomas Swinburne. His education was obtained here and at the age of 18 years he began his business career as a clerk in the firm of Peckham & Bull. After filling this position for a little less than ten years, a new firm was organized, consisting of Mr. Swinburne, Mr. Job A. Peckham and Mr. Henry S. Peckham, under the firm name of Swinburne, Peckham & Co., to succeed the old firm of Peckham & Bull. That firm has continued to the present day, being the oldest in the city, and during the years of its existence has maintained an enviable reputation in the business world.

Mr. Swinburne was a true gentleman in every sense of the word. Kindly and courteous in all his relations with others, he was held in the highest respect by all who knew him. He was a man of spotless integrity, who went through his seventy-two years of life with reputation unblemished in either his private or business affairs. He was devoted to his family and his home life was of the happiest.

Although he was alert and interested in public affairs he never sought public office, and held no municipal position save that of commissioner of the old Newport Asylum. He was a director of the Jamestown & Newport Ferry Company and had served as a trustee of the Oddington Savings Bank and of the Island Cemetery Company. He was an active member of the Central Baptist church for 47 years, serving more than 30 years as church clerk and being a deacon of the church at the time of his death.

Mr. Swinburne is survived by a widow and five children—Mrs. E. P. Robinson, George W. Swinburne, Jr., Miss Susan P. Swinburne, John H. Swinburne and James G. Swinburne— and two brothers, Messrs. Seth and Nathaniel H. Swinburne.

Funeral services were held from his late residence on Broadway Wednesday noon and were attended by a large assemblage of relatives and friends. The large number of employees of the firm of Swinburne, Peckham & Co. attended in a body and accompanied the cortege to the grave. Rev. J. T. Beckley, D. D., pastor of the Central Baptist church, officiated. The active bearers were the sons of the deceased and the honorary bearers were Hon. T. Munford Senbury, John S. Langley, William B. Franklin and William P. Carr. The interment was in the Island cemetery.

The Late Samuel Powel.

The following tribute to the memory of the late Samuel Powel who died in this city on April 11 is taken from the advance sheets of the Alumni Register of the Pennsylvania University:

Mr. Samuel Powel, of Newport, who died on April 11, received some years ago the honorary degree of Master of Arts from the University of Pennsylvania.

Born in and in the mansion of Powelton, Mr. Powel came of a family of the first rank—distinguished in the annals of this country. For generations his ancestors were among the leading citizens of Philadelphia. They owned and lived upon the splendid estate in West Philadelphia, embracing the district still known as Powelton.

Mr. Powel was always an enthusiastic believer in the value of exercise and athletics in the development of mental and moral as well as physical attributes. Devoted to field sports, he was a fine shot, and in his youth, he was the champion of the University of Pennsylvania in the various sports of the rifle, pistol, and the rod and paddle. He and his three younger brothers rowed as an undefeated crew in races held upon the Schuylkill river in 1850 and 1851, and in 1852 he trained the Pennsylvania crew that won against Yale at New London.

Mr. Powel held out the athletic field of the University and in the University of Pennsylvania he took a deep and abiding interest in the physical education of the students. He was appointed from the trustees, annual and faculty, to determine the University action and policy in regard to many important athletic matters then under discussion by the Eastern colleges.

Although Mr. Powel was educated in New England, and graduated at Brown University in 1850, he was attracted to the University of Pennsylvania by the reputation of the physical education of the students. He came to Philadelphia in 1851, and his father, Samuel Powel, was for some years a trustee.

He was a man of wide reading and rare cultivation, with such interests in the history and literature of the world as would have developed under stress of competition—have ensured him a distinguished career. As it was, after years of foreign travel and other avocations in Philadelphia, his taste and cultivation to a somewhat secluded life in Newport, R. I., where of late he had resided.

He was of simple straightforward character, devoid of affectation and unwaveringly loyal to his friends. Though somewhat reserved and even shy with strangers, he was essentially democratic in temperament, and was possessed of a clarity of manner and personality that won for him the affection, as his honesty and manliness secured him the respect of all who knew him well.

He and the University have lost thereby a steadfast and intelligent supporter and advocate.

Miss Emily Rogers has returned from a visit to Portland, Me.

Mrs. Philip Stevens is confined to her home by illness.

Wedding Bells.

Walker-Knowe.

Miss Phyllis Knowe, daughter of Mrs. Peter Knowe, was married to Aeling Quinner William Henry Walker, U. S. N., at St. Joseph's rectory Thursday evening in the presence of relatives and a few intimate friends, Rev. Louis J. Dandy, pastor of St. Joseph's Church, officiating.

The bride looked extremely pretty, being attired in a gown of pearl grey with a chiffon hat to match and carried a shower bouquet of lilies of the valley. The bride was unattended, as was also the groom.

Following the ceremony a reception was held at the home of the bride's mother on Newport avenue, where the relatives and friends of the bride and groom had assembled. Congratulations and good wishes were extended for the future happiness of the newly wedded couple. Before 9 o'clock Mr. and Mrs. Walker were driven to the New York boat landing, where they were given a rousing send-off, with plenty of rice and old shoes. They will spend their honeymoon in New York, Philadelphia and Allentown, Pa., where at the latter place they will be guests of the groom's parents.

The bride was the recipient of many beautiful and costly gifts, coming from many places. The groom is a very popular man and has many friends in this city.

Mr. and Mrs. Walker will return to Newport at the expiration of their wedding trip and will reside here for the present.

McMillan-Gerrie.

The residence of Mr. and Mrs. John Gerrie, at No. 9 Marsh street, was the scene of a pretty wedding Wednesday evening, when their daughter Marjory was married to Mr. William McMillan, the ceremony taking place in the parlor, which had been prettily decorated with palms and potted plants for the occasion. The ceremony was performed by Rev. Mr. Fleming, of the Second Baptist Church. The bride was beautifully gowned in a dress of dove grey, trimmed with chiffon and applique lace. She carried a bouquet of white carnations with white satin streamers.

Miss Georgiana G. Gerrie, her sister, acted as bridesmaid, her dress being of pearl grey, trimmed with chiffon and lace. She carried a bouquet of pink carnations, tied with ribbon to match. Mr. William Ogilvie performed the duties of best man. Miss Emma A. Hall presided at the organ and played the Wedding March from Lohengrin. The presents were shown to the guests and were numerous and beautiful. A largely attended reception followed, lasting to a very late hour. Mr. and Mrs. McMillan will reside on Third street, where they have furnished a very pretty home.

Fisher-Murphy.

St. Joseph's Church was the scene of a pretty wedding Tuesday morning when Miss Alice M. Murphy was united in marriage to Mr. Harry C. Fisher, Rev. Father Dandy officiating. There was a large gathering of relatives and friends present. The bride was gowned in white with a long veil and carried a bouquet of roses. Miss Julia Murphy, a sister of the bride, was bridesmaid and wore a dress of light blue, with hat to match. Mr. Matthew Reilly, of Brockton, performed the duties of best man. A wedding breakfast followed the ceremony at the home of the bride's parents on Marlboro street and later there was a reception, which was very largely attended. The wedding gifts were numerous and costly. Mr. and Mrs. Fisher left for New York in the evening for a wedding trip.

O'Neill-Doherty.

At St. Mary's Church Thursday morning occurred the wedding of Miss Annie B. Doherty to Mr. William C. O'Neill, Rev. Father Meenan officiating. The bride was dressed in a suit of light pastel cloth, with hat to match. Her bridal bouquet was of lilies of the valley. Miss Nellie Shea acted as bridesmaid and wore a dress of black and white silk, with a hat to match, and carried a bouquet of pink roses. The duties of best man were performed by Mr. Daniel E. Doherty, brother of the bride, and Messrs. William J. McCormick and John P. Casey were the ushers.

A wedding breakfast followed the ceremony at the church. A large number of pretty gifts were received by the bride.

Mr. and Mrs. O'Neill left in the afternoon for a wedding trip to New York and Washington.

Dickins-Pratt.

The marriage of Miss Edythe Pratt to Captain Francis William Dickins, U. S. N., took place at the residence of the bride's parents in Washington Wednesday evening, being witnessed by a small gathering of relatives and intimate friends. Rev. Dr. J. C. Ames performed the ceremony. The bride was given away by her father and was attended by Miss Margaret Despard of New York, a cousin. Paymaster Hicks, of the navy, was the best man.

New Methodist Minister.

Contrary to general expectations and all within a very few days, it was found that there was to be a change in the pastorate of the Thames street M. E. Church this year. It was desired that the present incumbent, Rev. C. H. Smith, remain for another year, but the choice of Rev. Mr. Coulton for presiding elder made a vacancy in Taunton to which it was thought advisable to assign Mr. Smith. The Thames street church will be cared for by Rev. F. L. Brester, who comes from the Phoenix church. Mr. Brester is quite well known here and will be favorably received.

The changes in the Providence district of the Southern New England Conference, as announced at Monday's session of the conference at Rockville, Conn., are as follows:

Presiding Elder—A. J. Coulton, Brockton (Franklin)—A. W. C. Anderson.

South street—S. E. Ellis.

Central Falls, R. I.—J. H. Buckley.

Charlton—E. B. Lyons.

Dorchester—F. M. McCoy.

East Braintree, Mass.—M. R. Foster.

Foxboro, Mass.—H. D. Robinson.

Hannover—O. H. Taylor.

Hillsgrove—W. McCreary, Jr.

Hingham, Mass.—E. E. Pratt.

Newport (Thames street)—F. L. Brester.

Phoenix—John McVay.

Porter, Mass.—J. E. Hathaway.

Portsmouth—J. Thompson.

Rockland, Mass. (Central and Huthery)—J. W. Van Buren.

Saltville, Mass.—W. A. Robinson.

South Braintree, Mass.—A. E. Legg.

Wakefield—O. B. Thurber.

Warren—H. R. Cady.

Washington—J. E. Hawkins.

West Abington, Mass.—R. L. McArthur.

North Rehoboth—W. Partridge.

Jamestown.

The annual meeting of the Jamestown & Newport Ferry Company, which was to have taken place on Tuesday, was postponed on account of the death of Mr. George W. Swinburne, one of its directors.

The first meeting of the new town council for the municipal year was held Tuesday afternoon. The most important business done was to arrange for the building of the stone road on Walcott avenue and the election of town officers.

Councilmen-elect John J. Watson, E. N. Hammond, J. E. Bruyan, Harry Stadler and B. E. Hall were sworn to by Town Clerk William F. Caswell.

The first matter brought up was the resolution in regard to the construction of a stone road on Walcott avenue. It was voted to instruct the town clerk to advertise for bids for building the road, from Walcott avenue and Brooks street to Highland drive, according to plans and specifications by Captain J. P. Cotton of Newport, the proposals to be in before noon of April 26.

The matter of appointing a police officer at Conant Park was taken up and Wagon Harvey was appointed. J. J. Watson was appointed a committee to procure plans and specifications for the extension of the sewer in High street. The bond of J. E. Hammond, town treasurer, was fixed at \$30,000, and T. C. Watson and C. E. B. Carr were accepted as sureties. The matter of making Clarke street a public highway was referred to the next regular meeting.

The roads were divided into four districts and the sum of \$300 was appropriated for each district. It was voted that an allowance of \$2 per horse be made for each man, pair of horses or yoke of oxen, while at work on the roads.

The following road commissioners were elected: First district, George A. Brown; Second district, David T. Briggs; Third district, W. A. Barber; Fourth district, T. G. Carr.

The following officers were elected: Dog Constable—W. A. Gardner.

Appraiser of Damages—John Duggs—C. E. B. Carr, G. W. Peckham and W. A. Barber.

Bird Constables—T. H. Clarke, J. A. Carr and John Walsh.

Inspector of Kerosene—John E. Watson.

Weghers of Cattle—J. A. Saunders and W. C. Watson.

Health Officer—Gideon Lathan.

Inspector of Nuisances—Gideon Lathan.

Inspector of Sewers—Henry C. Champlin.

Constable to Enforce Liquor Law—Abbott Chandler.

Inspector of Buildings—J. W. Orr.

Chief of Police—Charles E. Hull.

Coroner for Three Years—Thomas C. Watson.

The resignation of Isaac H. Clarke, engineer and janitor of the engine house, was received and referred to the next meeting.

The application of William Locke, for the position of driver of the town's horses, was also referred to the next meeting.

R. E. Sherman was hired to take care of the street lights.

The town treasurer was instructed to deposit the town's funds with the Newport Trust Company.

C. E. Hull, David Van Pelt and W. F. Caswell were appointed prosecuting officers.

It was voted that the town clerk be authorized to issue all licenses.

The tax collector presented a list of unpaid tax bills, and was authorized to levy on the property and sell the same for the payment of the taxes.

J. E. Bruyan was appointed a committee to have three street lights placed on Ocean avenue.

The matter of the condemnation of the land on the Dampings for fortification purposes was continued, by Judge Brown, in the United States court Tuesday, to Saturday, April 23.

Frederick W. Rhineland, ex-president of the Milwaukie Lake Shore & Western railroad has been drawn as a petit juror for the court of common pleas which convenes here Monday.

Mrs. A. Chase Sanford, wife of Dr. Sanford, is seriously ill.

Mr. George H. Norman has returned from the South.



Dr. Pierce's GOLDEN MEDICAL DISCOVERY Restores LOST FLESH AND STRENGTH

"I was a total wreck—could not sleep or eat." writes Mr. J. C. Beers, of Hiram, Crawford Co., Mo. "For two years I tried medicine from doctors but received very little benefit. I lost flesh and strength, was not able to do a good day's work. I commenced taking Dr. Pierce's Golden Medical Discovery, and when I had taken only a bottle I could sleep and my appetite was wonderfully improved. I have taken five bottles and am still improving."

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All PERSONS desiring to have water introduced into their residence or place of business, should make application at the office, North Main Street, near Thames.

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This preparation represents the best and most nutritious form of MALT, containing a large percentage of dextrose and extractive matter together with a minimum amount of alcohol. It is especially adapted to promote digestion of starchy food converting it into dextrose and glucose, in which form it is easily assimilated, forming fat.

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3-11

Farragut's FIRST FLEET

(Copyright, 1902, by G. L. Kilmer.)

FARRAGUT'S naval expedition, fitted out during the winter of 1862, to attack New Orleans came as an afterthought in Washington. The first plan adopted for prosecuting the war on the water was to blockade every important harbor on the southern coast. But the fleet of new ironclads built on the upper Mississippi in the fall of 1861 was looking for more sea room, which could only be had by seeking it down stream. Now, if ships could plow one way they could the other, and in spite of the woe-fut unpreparedness of those times the contract was given out on the spur of the moment to open up the lower Mississippi and cut the Confederacy in two.

Mr. George W. Cable, the author, who sometimes speaks for Creolism, says that the outlook in the winter of 1862 didn't worry the Confederates blockaded in the Crescent City. "Nothing that walks can cross the swamps," was the cheerful cry of the populace on the levees.

When Lincoln was appealed to by Captain D. D. Porter, who had been on blockade duty in the Gulf, to send ships and soldiers to New Orleans, he said: "This should have been done before. The Mississippi is the backbone of the Confederacy."

The plan put down on paper was to send at once a war fleet mounting 200 guns, a powerful mortar flotilla and an army of 20,000 soldiers to raze the forts at the mouth of the Mississippi, capture New Orleans and fortify the river. Nine miles far up as Vicksburg. At the same time the ironclad gunboats hemmed in around St. Louis and Cairo and never yet under fire would light their way down the river and into forces around Vicksburg.

Captain Porter created out of raw materials, almost the navy fleet, a peculiar subject of the navy, designed to fight against land forts. The required vessels were not yet owned by the government when the expedition was planned. They were to number twenty, each carrying a 13 inch mortar and two 32 pound cannon. The mortars and the 20,000 soldiers to be thrown at the New Orleans defense were not yet sent. Warships for convey of the mortar boats and transports for the troops were far away on distant stations.

McClellan allotted 20,000 soldiers from new regiments, and Ben Butler was appointed to lead them. In January and February the troops were transported to Ship Island, near New Orleans, for rendezvous, the warships to follow as fast as they could be gathered and fitted out. The next step was the choice of a commander for the great fleet. Captain Porter said that he personally suggested his father's protégé and the friend and shipmate of his boyhood, Captain David Glasgow Farragut, then over sixty years of age and on waiting orders.

Farragut was a southerner by birth and breeding. At the time of the firing on Sumter in April, 1861, he lived at Norfolk, Va., surrounded by southern officers who were thinned by the doctrine of "states rights." In discussing the future of the country he said to his first calling comrades: "Mind what I tell you. You fellows will get the devil before you are done with this."



"MIND WHAT I TELL YOU."

this." The old sailor knew what he was talking about. For he had been one of Andrew Jackson's military posse in the suppression of the Charleston nullifiers in 1832.

Farragut had never applied for active service in the civil war, but had simply repaired himself ready for duty. The navy department was in doubt whether he would go to sea to fight his old comrades. Captain Porter believed that his friend would fight and was finally delegated to visit Farragut's home on the Hudson and tender him the command of the New Orleans expedition. Without asking for particulars he accepted the offer, and on Jan. 22, 1862, was formally ordered to take charge of the fleet yet to be created and push things. One important clause in his written instructions was open to double interpretation or at least to a reservation. After citing the outfit,

"You have lived in the Far West," said the young woman with an air of eager interest. "Yes, miss," answered Broncho Bob. "And have witnessed lynchings and stampedes of cattle, and all such things." "Yes, miss." "Tell me, what was the most exciting episode of your life?" He thought with great care and then answered earnestly: "Gettin' off one of these here 'lectric cars the wrong way, miss."—Washington Star.

A FORTIETH ANNIVERSARY WAR STORY

April 1 to 20, 1862

armament and so on at his disposal the order said, "You will proceed up the Mississippi river and reduce the defenses which guard the approaches to New Orleans." Herein was no hint that the southern Confederates might show open hostility to the progress of a Yankee fleet "up the Mississippi river." But they did.

The southerners appreciated the "backbone" importance of the Mississippi for the purposes long before President Lincoln coined the term. In April, 1861, while the business of seizing Federal forts on southern soil was very black, they had hoisted the bloody blue flag over two old citadels standing on opposite sides of the river below New Orleans. Fort Jackson, the first above the mouth, was a star shaped fortress, built of stone and mounting seventy-four guns, heavy and light. There were strong bomb-proofs and casemates and a cloud of heavy masonry which, in anticipation of some rushing Farragut, they stored with ammunition and supplies for a long siege. Fort Philip, across the river from Fort Jackson, was built of stone and brick and mounted fifty-two guns.

The best channel up the river from the bar ran near the west bank under the guns of Fort Jackson. This passage-way the Confederates blocked with a row of old hulks anchored and bound together with chain cables. Several tugs and steamers fitted out for battle during the summer and fall of 1861 patrolled the river above the line of hulks, and farther up stream, in actual waiting while Farragut was scouring northern harbors for his ships, lay the new ironclad Louisiana, mounting twelve guns, and the ponderous wheel backed iron ram Mahanias. Several converted steamers, cotton chud, with heavy batteries around their engines and machinery, completed the river defense fleet. Still another ironclad, the Mississippi, was on the ways and nearly finished. In the minds of the hopeful creoles this vessel could sweep the river of anything afloat if she got ready in time. As told, there were 120 guns on shipboard and in forts waiting to welcome Farragut whenever he felt inclined to "proceed up the Mississippi river" with his wooden fleet. Torpedoes had not then come into general use, but the Louisianians had another infernal invention for the occasion in the shape of the rafts loaded with inflammables to be sent among the enemy's ships.

Farragut reached the army rendezvous in person Feb. 20, 1862, but not until March 18 were the war steamers assigned him on the scene. Some of the ships sent down were too heavy to cross the sand bar at the mouth of the river even after lightening, and two weeks' time was lost in getting the fleet in position to move against the enemy. Even then the largest vessel of the squadron, the fifty gun frigate Colorado, did not cross the bar. The fleet which finally went into action consisted of the first class screw sloops Hartford, Brooklyn, Richmond and Pensacola, the second class sloops Onondaga, Yarrum and Iroquois, the screw gunboats Cayuga, Hudson, Katahdin, Kennebec, Kineo, Phoebe, Selotti, Winona and Wisconsin, the sailing sloop Portsmouth and the side wheeler Mississippi. Not an ironclad in the bunch, yet three ironclads were up the river, expecting in due time to rival if not eclipse the exploits of the terrible Merrimack in Hampton Roads March 8. Porter's mortar flotilla comprised six wooden steamers acting as consort and tenders for the twenty wooden mortar schooners.

Half of the month of April slipped by before the fighting ships were across the bar. The Richmond stuck in the mud every time she tried to cross under a pilot. Finally Captain Porter took the wheel and guided her over at the first attempt. The Mississippi was stripped of her coal, guns, sails, spars and provisions, and then it required six steamers, tugging eight days, to pull her through.

On the 10th of April the fleet was well into the channel, within three miles of Fort Jackson. Porter's mortar fleet went into hiding on both banks of the river, camouflaged or disguised by the branches of trees. The range to Fort Jackson was one mile and a half and to Fort Philip two miles.

For nearly five days the mortars poured shells into the forts, averaging a hundred shots an hour. After firing over 2,000 shells the men at the guns were exhausted, one schooner was sunk and the rest badly damaged by the heavy concussion. The schooner sunk was the only serious effect of the return fire from the forts, although they fought furiously. Farragut held his ships in hand for the grand attack. The night of the 20th Captain Bell again ventured up the river and cut away a stretch of the cable obstruction for the ships to pass in single file. The enemy opened a hot fire on the party, but failed to stop the work. With the channel free it was up to Farragut to proceed as he had been ordered or sink his ships in the attempt. He prepared to hoist the signal for advance the night of the 23d of April, but the carpenters of the flagship Hartford were at work down the river, and he didn't care to risk battle in a wooden shell without means at hand to patch the shot holes. This delayed the dash at the forts one day.

GEORGE L. KILMER.

"Does your husband never complain you on your cooking?"

"Sometimes," answered young Mrs. Torkins, with a little hesitation. "This morning I reminded him that I made the blintz myself."

"What did he say?"

"He said that he was glad to hear it; that it was something in their favor that they weren't made by a trust."—Washington Star.

THE SPUR OF PATH.

CONTINUED FROM SECOND PAGE.

"I had agents in Stastopol," said Vera, coloring, "upon other matters. They heard that you had traveled in that direction with Ivan Oetcheff, my agents thought you worth an inquiry. They learned that you had been arrested upon your arrival, but neither they, working secretly, nor the American consul, protesting openly, could gain any knowledge of what had happened to you afterward. It was given out that you had been immediately released and had left the city. Your baggage was obtained by the consul, who received also a packet forwarded to you in his care from Paris, by Mr. Jordan doubtless. These things were in the consul's hands three weeks ago."

"Three weeks ago?" cried Darrell, rising slowly. "Have you had word so late?"

Vera's cheeks were burning.

"We have still our agents in Stastopol," she said, "and occasional communication is possible. They have thought it worth while to report to me in regard to your affairs."

"Then nothing else in the world matters in the least," he said. "I do not unduly interest in me, but—"

She checked him with a look that was both intense and smiling.

"You couldn't," said she almost in a whisper, and at that he laid his hand upon hers, which was palm upward on a pile of military reports.

"Vera"—he began, but suddenly there was a clash of guns and salutes in the hall.

The princess rapped upon the table with the scabbard of her sword, a much bejeweled weapon that had lain across a chair beside her. At the summons an orderly appeared with the right hand of a toy monkey on a stick. Vera pointed to the door communicating with the hall, and presently the orderly announced two officers, who were admitted.

They came with reports that concerned the practical details of war, and Darrell heard them with a divided attention, working meanwhile upon his maps. One of them spoke mostly of cannon, and Vera's questions showed a surprising comprehension of the subject. Singularly enough, Vera when speaking of ordnance seemed to be a play soldier. What she had to say about the capacity of certain light batteries whose disposition seemed to be a subject of some question struck Darrell as apt and accurate beyond criticism. Darrell had followed the chariot of war in many quarters of the globe and indeed had observed troops, white, black and yellow, in the wild of various emergencies, for which reason this Crenasian campaign had appealed to him as a gain and awful joke. But somehow when Vera talked of artillery the thing seemed serious. Perhaps it was the surprise that a woman should know anything whatever about the subject.

"Your excellency," he said when the officers had withdrawn, and then, "I beg your pardon; I am uncertain what form of address you prefer."

"Under the present circumstances," she replied, glancing around the empty room, "I prefer the style which you used just as these annoying people came with their reports."

"Vera," he cried, "I—"

"That is it," she said, "but in public 'excellency,' 'highness' or anything that suggests itself. I am indifferent. And now the maps, the maps! You are slow, sir."

And Darrell, to the confusion of her glance, fell to work earnestly.

[TO BE CONTINUED.]

London Tramways.

Since the London county council took to buying and managing their own tram-cars, they have materially assisted the taxpayers with the profits therefrom. The report for the past twelve months shows that the "trams," as local taxes are generally called in England, have been "assisted" to the extent of \$345,000 by the profits of the past year an advance of \$145,000 over the assistance given from the same source during the previous 12-month. At present the London county council, which is made up of delegates from all sections of the great metropolis, and legislates on matters which are of greater scope than mere district questions, owns all the tram lines on the north (or Strand) side of the Thames, and those of the south (or Surrey) side as well. The latter they operate with a complete staff of their own officers and employees, but the northern lines are at present leased to several companies at fixed prices, the total being a trifle over \$375,000 a year.

To Freshen Salt Beef.

If the beef is only just a little too salt, covering it with cold water and allowing to stand a few minutes will freshen it sufficiently. If very salt, cover with cold water, set over the fire and let get nearly steaming hot; then drain. If you intend to serve it with milk gravy, pour the milk over the beef, let heat a few minutes, then pour off the milk; crisp the beef in a little butter, dredge a little flour over it, and then pour the milk over it, and let boil up. If the milk is too salt, use half fresh to half the salt, reserving the remainder of the salty milk for some other cream sauce.

A Hard Law.

A traveler getting outside of St. Petersburg discovered when he tried to re-enter the city that he had left his passport in the bedroom of his hotel. The guards refused to let him pass and refused to send for the passport. "According to you," said he, "the only thing for me to do is to throw myself in the Neva."

"No," said the sentry, "suicide in Russia is strictly against the law."

"Winter Homes in the South." All information regarding resorts in the South Bureaus information 271 and 1185 Broadway, New York.

He. How is the new cook getting along?

His Wife. Well, I had to discharge her twice this morning, but since then she's been doing fairly well.—Brooklyn Life.

No. 1. How did Dick get run over?

No. 2. He was picking up a horse shoe for luck.

Growth of Foreign Trade.

The manufacturers of the country are now importing more than a million dollars' worth of materials for their workshops every day in the year, and are exporting more than a million dollars' worth of their finished product each day. The imports of manufacturers' materials in the eight months ending with February, 1902, were, according to a statement just issued by the Treasury Bureau of Statistics, \$270,292,771, and the exports of finished manufactures during the same period were \$257,907,430. Thus in 233 days of the fiscal year, the manufacturers have imported \$270,292,771 worth of materials and exported \$257,907,430 worth of their finished product, thus averaging more than \$1,000,000 of both imports and exports for every day of the fiscal year up to the beginning of the present month. The importation of manufacturers' materials has been greater in the eight months just ended than in the corresponding period of any preceding year.

The following table shows the total imports of manufacturers' materials and exports of manufactures in the eight months ending with February in each year during the last five years. It will be seen that within less than a decade the importation of manufacturers' materials has more than doubled, and that the exportation of manufactures has also more than doubled:

Imports of materials with manufacturers' materials.	Exports of finished manufactures.
1901	1901
\$260,171,707	\$122,284,257
1900	119,828,856
1899	111,062,111
1898	171,140,000
1897	180,000,000
1896	206,824,831
1895	253,537,912
1901	259,848,655
1901	257,907,430

On the export side of the account manufacturers are showing an improved record. The Bureau of Statistics reports of exports of manufactures during both January and February show a decided increase over the corresponding months of 1901, the gain in the two months in question being more than \$10,000,000 over the same months of the preceding year.

The exports of manufactures in the 23 days of February were \$31,740,812, against \$20,292,762 in February 1901. In practically all articles except iron and steel there has been a complete recovery from the temporary check in exports of manufactures noted a few months ago. Copper exports, for instance, in February of this year were \$1,210,891, against \$7,155,771 in February 1901; though for the eight months the total still stands \$3,000,000 below that of the same period of the preceding fiscal year. Exports of refined mineral oil for the 8 months ending with February 1902, are \$11,890,021, against \$11,890,021 of the preceding year. Even iron and steel exports show a marked improvement. The total for the month of February being \$7,359,256, against \$7,959,218 in February 1901, and \$8,619,167 in February 1900. For the 8 months ending with February the exports of iron and steel manufactures are \$61,728,121, against \$51,575,055 in the corresponding months of the preceding year. Manufactures of cotton show an increase of 9 millions over the corresponding period of last year; manufactures of leather, an increase of 2 millions; paraffin, which a few months ago showed a decrease, now shows a gain of nearly 2 millions over the corresponding months of last year, while in nearly all of the other important manufactured articles exported there are gains over last year.

The total export of manufactures for the 8 months ending with February but 12 millions below those of the same months of last year, while the fact that manufactures of iron and steel alone are 17 millions less than in the 8 months of last year shows that in other articles there has been a decided gain.

New Breeds in Poultry.

The last quarter of the nineteenth century saw the appearance of many new breeds and varieties of fowls. The fanciers of the United States and England were especially active in such production, and the list of these new, or comparatively new, breeds and varieties is formidable. The knowledge that the greatest profits were to be derived from the improved breeds and varieties, and that the promise of such improved breeds and varieties lay in the manufacture of new, rather than in the development of the old breeds of fowls, serves to explain and to justify this pronounced activity.

The first essential toward the creation of a new breed or variety is the formation of an ideal. The clearer the ideal, the more accurately directed will be the breeder's efforts. But a clearly formed ideal may require to be changed during the progress of his operations. The results may prove that, in its original form, it is either impractical or imperfect. Having formed his ideal of the new breed or variety, the breeder should select, from existing breeds or varieties, the ones which will give him the best materials for the accomplishment of his purpose. For example, it is known that when a fowl with the black-red type of coloration—such as is seen upon the Brown Leghorn or Black-breasted Red Game male—is crossed with a pure white fowl, the black disappears, while the red remains, and the red pile coloration is produced. Why black should be an evanescent color, and red a permanent one, is mysterious, but the fact is as has been stated, and needs to be known in making crosses. So, too, it is a fact that the Light Brahma marking—a white body coloring, with black stripes in the hackle, black in the wings, and a black tail—can be produced by crossing a fowl transverely barred upon one pure white in color.—From "Manufacturing New Breeds and Varieties of Poultry," in April Outing.

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There are several thousand roads that lead into trouble—and not one that leads out.—New York Press.

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